

Oceanic Steamship Company SHIPPING INTELLIGENCE

Sierra-Alameda Schedule

ARRIVE HONOLULU.	LEAVE HONOLULU.
S. S. ALAMEDA.....NOV. 22 S. S. ALAMEDA.....NOV. 27	
S. S. ALAMEDA.....DEC. 13 S. S. ALAMEDA.....DEC. 18	
1908.	
S. S. ALAMEDA.....JAN. 3 S. S. ALAMEDA.....JAN. 8	

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by steamship line to all European Ports.

FOR FURTHER PARTICULARS, APPLY TO

W. G. Irwin & Co., Ltd

AGENTS FOR THE OCEANIC S. S. CO.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

DUE AT HONOLULU ON OR ABOUT THE DATES BELOW STATED, VIZ:

FOR AUSTRALIA.	FOR VANCOUVER.
1908.	1908.
MOANA.....JAN. 11 MOWERA.....JAN. 8	
MOWERA.....FEB. 8 AORANGI.....FEB. 5	
AORANGI.....MAR. 7 MOANA.....MAR. 4	

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

American - Hawaiian Steamship Company

FROM NEW YORK TO HONOLULU.

Weekly Sailings via Tehuantepec.

Freight received at all times at the Company's wharf, 41st Street, South Brooklyn.

FROM HONOLULU TO SAN FRANCISCO DIRECT.

S. S. NEVADA—TO SAIL JAN. 4. S. S. ARIZONA—On or about JANUARY 8.

FROM SAN FRANCISCO TO HONOLULU DIRECT.

S. S. COLUMBIAN—TO SAIL DEC. 24. S. S. NEBRASKAN—TO SAIL DEC. 31.

Freight received at Company's wharf Greenwich street.

MATSON NAVIGATION COMPANY

The S. S. "HILONIAN" of this line, carrying passengers and freight, will run in a direct service between this port and San Francisco, sailing and arriving on or about the following dates:

Leave S. F.	Arrive Honolulu.	Leave Honolulu.
DEC. 19	DEC. 26	DEC. 31
JAN. 15	JAN. 22	JAN. 28
FEB. 12	FEB. 19	FEB. 25
MAR. 11	MAR. 18	MAR. 24

PASSENGER RATES TO SAN FRANCISCO: FIRST CABIN, \$60.00. ROUND TRIP, FIRST CLASS, \$110.00. For Further Particulars, Apply To

Castle & Cooke Limited, Agents

Union-Pacific Transfer Co., Ltd

FURNITURE AND PIANO MOVING.

Baggage Shipping
Storage Wood
Packing Coal.

PHONE 58

Koa Furniture
UPHOLSTERING AND REPAIRING
WING CHONG CO.
Cor. King and Bethel. P. O. Box 1930

All to the Good

Buy your Christmas gifts from us and you'll be at least 50 per cent. to the good.

J. Carlo Pawn Co.
1018 Nuuanu St. Near King.

Is there any reason why our advertising matter should not help your business? Let's see.
HAWAII PUBLICITY CO.
Telephone 173.

BUGGIES, SURRIES, HACKS, WAGONS, DRAYS AND IN FACT All Kinds of Repairing Done on Short Notice.
NEW OAHU CARRIAGE MANUFACTURING CO.
River Street near Beretania. Fine Job Printing, Star Office.

Fancy Smoking Tobaccos

THE BRANDS—WHICH ARE STEADILY GAINING
The Smoker's Favor

MONTE CRISTO SLABS (in small and large tins) is a selection of the finest tobacco that can be obtained. The exacting smoker who has never secured a pipe tobacco that is just to his liking in every respect will find in this brand a cool, comforting smoke that satisfies.

CONTINENTAL CUBES (in 1½-oz tins). A high grade, granulated, plug tobacco, ready for the pipe, cool and fragrant, will not bite the tongue.

VAN BIBBER (in 1½-oz tins). The mildest and best sliced plug pipe tobacco.

OLD ENGLISH CURVE CUT (in 1½-oz tins) has the natural tobacco flavor that only pure, unadulterated tobacco can have. It smokes free and cool.

THREE FEATHERS (in 1½-oz tins). Choice granulated plug cut. A tobacco with an individuality of its own.

ASK YOUR DEALER FOR THESE BRANDS.

H. HACKFELD & CO., LTD

WHOLESALE IMPORTERS.

(For additional and later shipping see pages 4, 5 or 8.)

TIDES, SUN AND MOON.

First quarter of the moon Dec. 11th.

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Dec.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
17	6:47	1:19	7:16	—	2:21	6:27	5:19	10:11	—	—
18	7:47	1:19	8:46	—	3:10	6:28	5:19	11:13	—	—
19	8:46	1:19	9:46	—	4:01	6:28	5:19	—	—	—
20	9:46	1:19	10:46	—	4:53	6:28	5:19	—	—	—
21	10:46	1:19	11:46	—	5:46	6:28	5:19	—	—	—
22	11:46	1:19	—	—	6:40	6:28	5:19	—	—	—
23	—	—	—	—	7:34	6:28	5:19	—	—	—
24	—	—	—	—	8:28	6:28	5:19	—	—	—
25	—	—	—	—	9:22	6:28	5:19	—	—	—
26	—	—	—	—	10:16	6:28	5:19	—	—	—
27	—	—	—	—	11:10	6:28	5:19	—	—	—
28	—	—	—	—	—	6:28	5:19	—	—	—
29	—	—	—	—	—	6:28	5:19	—	—	—
30	—	—	—	—	—	6:28	5:19	—	—	—
31	—	—	—	—	—	6:28	5:19	—	—	—

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 minutes. The time whistle blows at 1:30 p. m. which is the same as Greenwich, 0 hours, 0 minutes. The Sun and Moon are for local time for the whole group.

Shipping in Port

U. S. DEPARTMENT OF AGRICULTURE—WEATHER BUREAU.

The following data, covering a period of 32 years, have been compiled from the Weather Bureau records at Honolulu, T. H. They are issued to show the conditions that have prevailed, during the month in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month, November, for 32 years.

TEMPERATURE (1876-1906).

Mean or normal temperature, 74°.

The warmest month was that of 1896, with an average of 76°.

The coldest month was that of 1893, with an average of 73°.

The highest temperature was 86° on the 17th, 23rd, 1891; 21st, 1896.

The highest temperature was 86° on the 20th, 1892; 17th, 1893; 24th, 1897; 25th and 26th, 1902.

PRECIPITATION (1877-1894, 1904-6).

Average for the month, 4.52 inches.

Average number of days with .01 of an inch or more, 14.

The greatest monthly precipitation recorded in any 24 consecutive hours was 5.22 inches on the 30th, 1890.

RELATIVE HUMIDITY.

Average, 9 a. m., 71 pct.; 8 a. m., 70 pct.; average, 9 p. m., 89 pct. (1893-1903); 8 p. m., 74 pct. (1904-6).

CLOUDS AND WEATHER (1890-1906)

Average number of clear days, 10; partly cloudy days, 14; cloudy days, 6.

WIND.

The prevailing winds are from the NE. (1877-1904, 1904-6).

The average hourly velocity of the winds is 8.0 miles (1904-6).

The highest velocity of the wind was 28 miles from the NE. on the 17th, 1904; 15th, 1905 (1904-6).

Station: Honolulu, T. H.

Date of Issue: October 31, 1907.

* 9 o'clock averages from records of Territorial Meteorologist; 3 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,

Section Director, Weather Bureau.

Shipping in Port

(Army and Navy.)

U. S. S. Iroquois, Carter, Johnson Island, Aug. 30.

(Steamships.)

Br. cableship Restorer, Combe, Guam, Nov. 24.

Br. S. S. Queen Tetiana, Breaks, Newport News, Dec. 4.

Br. S. S. Highland Monarch, Wood, Baltimore, Dec. 6.

O. S. S. Alameda, Dowdell, San Francisco, Dec. 13.

P. M. S. S. Korea, Sandberg, San Francisco, Dec. 17.

(Sailing Vessels.)

Am. sc. Spokane, Jamieson, Kailua, Nov. 17.

Am. bk. R. P. Kithet, Drew, San Francisco, Dec. 4.

Br. bk. Invernell, Symmons, Leith, Dec. 9.

The Mails

OUTGOING.

For San Fran., per Alameda, Dec. 18.

For Orient, per Korea, Dec. 17.

For Vancouver, per Marama, Jan. 8.

INCOMING.

From Yokohama, per Manchuria, Dec. 21.

From San Fran., per America Maru, Dec. 24.

From Colonies, per Marama, Jan. 8.

U. S. A. TRANSPORTS.

Thomas left Hon. for Manila, Dec. 14.

Logan at San Fran.

Buford left Hon. for Manila, Nov. 14.

Sherman at S. F.

Dix at Seattle, Nov. 30.

Sheridan repairing at Mare Island.

Warren at Manila.

Crook left Hon. for Manila, Nov. 2.

At Other Ports

Yokohama—Arrived, Dec. 15. T. K. K. S. S. Hongkong Maru, hence Dec. 3.

ARRIVING.

Tuesday, December 17.

P. M. S. S. Korea, Sandberg, from San Francisco, 9:30 a. m.

DEPARTING.

Monday, December 16.

S. S. Noan, Mitchell, for Kau ports, 9 p. m.

Tuesday, December 17.

S. S. Kinau, Freeman, for Hilo and way ports, noon.

S. S. W. G. Hall, Thompson, for Kauai ports, 5 p. m.

S. S. Iwajani, Self, for Maui and Molokai ports, 5 p. m.

PASSENGERS

Departed.

Per S. S. Kinau, Dec. 17, for Hilo and way ports: E. Madden, Frank Spencer, J. D. Kohl, Miss K. Walker, Miss S. Walker, Miss D. Walker, Miss M. Walker, Father Patrick, H. Akona, P. Calderhead, Miss Daisy Todd, Miss Katie Sadler, M. Bird, S. M. Spencer, Wong Hing and wife, E. Madden, Miss J. Lalakea, A. Horner, W. G. Walker, Captain Otwell, G. H. Dunn, J. Melnicko, W. Muir, C. B. Lyman, Henry Beckley, A. Marson, Miss E. Lydgate, S. P. Woods, R. Horner, H. S. Rickard, W. Lydgate, H. C. Kennedy, Mrs. H. C. Wilfong, Miss G. Wilfong, Miss G. Wilfong, Mrs. McQuaid, Miss L. Low, Robert Horner.

Per S. S. Alameda, December 18, for San Francisco: Mrs. J. Rosenberg, and 2 children, A. R. Robinson, S. Robinson, Mrs. M. Welcker, Mrs. E. S. Hutchins, 15 baseball players (Spaldings), Captain Freeman, Mrs. J. Municko, Mrs. S. Decote, Miss L. Anderson, W. A. Bryan, E. M. Campbell, W. H. Siebecker, Miss J. Center, E. J. Stone.

PASSENGERS BOOKED.

Per S. S. Claudine, Dec. 20, for Hawaii and Maui ports: Charles Gay, Miss Macdonald, Mrs. E. Wood, Miss H. Stender, Miss J. Davidson, M. G. Anjo, M. M. Feltre, Master E. H. Austlin, Miss M. Froveth, Miss Rose Peck, Mary Rodrigues, Sem Foo, Chin Sue.

Per S. S. W. G. Hall, Dec. 17, for Kauai ports: W. H. Rice and wife, A. Robinson, A. Waterhouse and wife, George Fairchild and wife, Mrs. C. W. Hudson and 2 children, H. K. Keltner, C. F. Herrick, Mrs. W. H. Rice, Jr., Mrs. D. Isenberg, C. S. Dole, R. M. Purvis, Miss Helen Macfarland, Miss A. Andermann.

Per S. S. Mikahala, Dec. 19, for Kailua ports: A. Robertson, Miss H. Gilhus, Miss E. Edwards, Miss A. Grote, Miss D. Grote, Miss Mary Grote, Miss M. Riedel.

STEAMER TIME TABLE

POST OFFICE TIME TABLE.

United States Mail Steamers

STEAMERS TO ARRIVE.

Date. Name. From.

Dec. 3—Hongkong Maru, San Francisco

17—Korea.....San Francisco

21—Manchuria.....Yokohama

24—America Maru.....San Francisco

26—Hilonian.....San Francisco

28—Nippon Maru.....Yokohama

31—Siberia.....San Francisco

STEAMERS TO DEPART.

Date. Name. For

Dec. 3—Hongkong Maru.....Yokohama

17—Korea.....San Francisco

21—Manchuria.....San Francisco

24—America Maru.....Yokohama

26—Hilonian.....San Francisco

28—Nippon Maru.....Yokohama

31—Siberia.....San Francisco

U. S. A. Transports will leave for San Francisco and Manila and will arrive from some ports at irregular intervals.

CLERKS ARE PROMOTED.

SAN FRANCISCO, Dec. 4.—Assistant Freight Clerk J. W. Boyd, of the Korea, has been promoted to the position of freight clerk of the steamer Indiana, and Storekeeper R. H. Robinson has been promoted to be assistant freight clerk on the Korea.

BRINGS CARGO OF COAL.

SAN FRANCISCO, Dec. 4.—The ship Fort George, Captain Fullerton, arrived from Newcastle, Australia, yesterday with 2815 tons of coal consigned to Hind. Rolph & Co. Captain Fullerton reports that the Fort George, which left Newcastle September 28th, occupied thirty-four days in reaching the equator. From the equator light variable winds were encountered.

HAS NEW RUDDER.

SAN FRANCISCO, Dec. 4.—The American-Hawaiian Steamship Company's

OWNERS OF SEWALL STILL HAVE HOPES

AMERICAN FOUR-MASTER, LONG OVERDUE, MAY HAVE BEEN DRIVEN FAR OUT OF COURSE.

PHILADELPHIA, Dec. 6.—The American four-masted bark Arthur Sewall, long overdue from this port for Seattle, is not the only square-rigged vessel about whose safety much uneasiness is felt in shipping circles. The bark Adolf Ohlig, Captain Ross, left New York on April 10, a week later than the Sewall, bound for San Francisco, and since then nothing has been heard of the vessel.

Reports reached here yesterday from the Pacific coast which tell of terrific storms in the neighborhood of Cape Horn. One vessel, the French bark Rochambeau, from Rochester, Eng., reported that she was off Cape Horn 60 days unable to proceed owing to a succession of west-northwest gales. On June 29 this bark encountered a hurricane.

The knowledge that the American clipper ships Atlas and Kenilworth, both bound for San Francisco, were compelled to put into Rio Janeiro, damaged by storms, leads maritime men to believe that the Sewall encountered the same gales and was blown far out of her course. The Atlas was more than 200 days out before tidings of her were received. The Kenilworth was out more than a year before she sought refuge at Rio Janeiro. Both vessels lost sails. They are believed to be still at Rio Janeiro.

The American schooner William Nottingham left New York on March 3 for Seattle and was not heard from until she put into Melbourne on September 4 for new gear and sails. The British ship Dynonene, which left Leith on January 17 for San Francisco, was supposed to have been lost on September 19 in distress. The Italian ship Elisa, from Tyne April 23, was long overdue at San Francisco, and was supposed to have foundered until word was received of her arrival at Melbourne in distress last September.

The fact that so many sailing vessels had to seek harbor causes owners and agents of the Arthur Sewall to believe that this bark, which is constructed of steel, weathered the storms, but was blown far out of her course. The Sewall has enough food on board to last fifteen months if necessary.

WAITING FOR WITNESS.

The trial of Goo Won Hoy, charged with sending obscene literature through the mails, was this morning set in the United States Court for Friday of this week. By that time Mrs. George D. Gear, to whom the letters in question are alleged to have been addressed, is expected to have returned from the Coast as a witness.

JAPANESE COMBINE TO LIMIT COMPETITION

OAKLAND, Dec. 2.—The Oakland Police Department has just discovered the existence of a Japanese Board of Trade that strictly limits competition among the Japanese business men of this city. According to the regulations of this board of trade no Japanese merchant may open a new place of business within a certain distance of any place already established by his fellow countrymen. This discovery of this organization resulted from the observation of several Japanese measuring with a tape line the distance from one Japanese place of business to another. A crowd gathered out of curiosity and the police were called and investigated.

The big freighter Nebraska, cleared yesterday for Tacoma. The Nebraska's new rudder has now been fixed and she will go to sea today.

McCLELLAN COMING HOME.

The transport McClellan has been ordered home from the Philippines, where she will no longer be needed. The time for her sailing from Manila has not been fixed, but it will be early in the winter. The McClellan has been employed in the inter-island Army traffic several years. The Warren has now taken her place.

L